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200 MILE CLEAR-OUT

ALL OUT! The last straggling trawlers of countries banned from Britain's new 200-mile limit have gone, it was reported on Wednesday. The exodus on January 1 had not been as dramatic as expected. The few Romanian and Bulgarian vessels inside the limit took their time to move out. On Wednesday, information coming into the Ministry of Agriculture's monitoring centre in London revealed no trace of any banned trawlers. The main foreign fishing now being mounted inside British waters is by the Russians. A fleet of around 70 Soviet trawlers are grouped south of the Dogger Bank, in addition to two West German vessels.

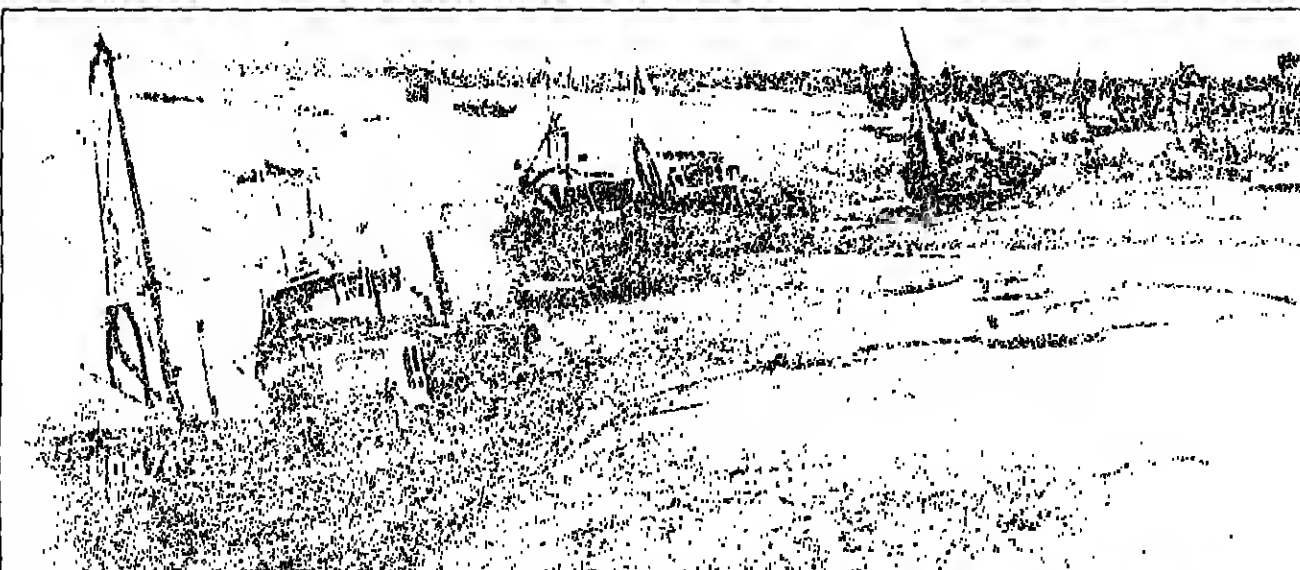
The pattern of fishing into four zones for protection emerging from the Ministry information centre, which is working in co-operation with the RAF, Navy and fishermen, is that foreign effort is not as heavy as many people believe. Off the Scottish west coast there are 20 French and West German vessels, plus a similar number off north-west Scotland.

Three Dania and one French vessel were on the Shetland grounds and, off the Norfolk coast, there were 12 Belgian and two Dutch beamers. Five Belgian beamers were also sighted off the Sussex coast with two Russians in the central Channel.

In the south-west approaches, where there has been intensive Communist effort on mackerel, there was only one Russian vessel in evidence although there were scattered French trawlers.

The protection ships Bickington and Brinton were this week based off North Shields, which the Ministry terms a 'hot-spot'. An onslaught of foreign boats is expected in this area for the sprat fishing.

The 200-mile area around the coast has been divided up



Cockle fleet laid up

A MYSTERY disease which has hit cockles in the Thames estuary made 300 people ill over the Christmas period and has put the Leigh-on-Sea fleet out of work. The boats are now laid up and 70 fishermen have gone on the dole. A big effort is being made to pinpoint the source of the trouble. See also page four.

Patrols at 50-knots

AMERICAN coastguards will be patrolling the country's 200-mile limit with a 50-knot craft.

She is an ex-US Navy hydrofoil which has joined the coastguard service for an extended trial. For once Britain is ahead of the US as she may not have a 200-mile limit by March 1, the original planned date. Wrangles with Canada and legal problems could mean a delay until January 1978.

SOS to Callaghan

AN URGENT meeting with the Prime Minister to avoid large-scale unemployment following the collapse of the EEC-Icelandic talks has been called for by Humberside County Council chief, Councillor Harry Lewis.

The Councillor fears upwards of 10,000 sea and shore jobs may go unless there is prompt action. He has telegraphed Mr. Callaghan to safeguard the social and economic implications on Humberside.

Councillor Lewis also said that it is vital the British Government did not back down on the demand for a 60-mile exclusive coastal zone within EEC waters. Similar telegrams, dispatched within hours of the breakdown in Brussels on December 20 and two days before the shore industry gave itself almost a fortnight's standstill to celebrate Christ-

shared Mr. Crossland's views on Mr. Gundelach. He came in for a deal of criticism for his series of optimistic statements while negotiating through November and early December with the Icelanders.

One Grimsby trawler owner told Fishing News: "I am afraid that Mr. Gundelach has a lot to learn. We do not doubt that he has our interests at heart and is a very competent diplomat yet, somehow, he appears to lack the authority one would expect of a man in his position when it comes to driving home a bargain."

"He would seem to have fallen for the Icelandic three-card-trick this time and we can only hope he profits by the experience. Otherwise, the non-EEC countries will string him along like a puppet."

Blue Alloy square head trawling shackles

This new range of high strength Bow and 'D' type shackles incorporate screw pins made from heat treated chromo moly alloy steel.

The shackles range from 1" to 12" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 51mm to 115mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proofload is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.

Die Body (D)	Die Pin (A)	Inside Width (B)	Inside Length (C)		Safe working load (tons)	Approx weight per 100 pcs. screw pins, lb
			Bow type (C)	'D' type (C)		
1"	1"	22	43	51	2	34
1"	1"	28	51	56	2.25	33
1"	1"	31	56	58	4.75	38
1"	1"	36	73	83	6.8	165
1"	1"	43	88	94	8.5	235
1 1/2"	1 1/2"	47	90	102	12.5	335
1 1/2"	1 1/2"	51	94	115	12	400

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Jap 1st 1976

COMMENT

WHAT PROTECTION?

AS WE MOVED last week into a world of 200-mile limits, all the news was of Nimrod air patrols, minesweepers, frigates and patrol craft rushing out to protect Britain's new wide fishing area. Even English football team tactics were being employed, as the protection fleet adopted a system of zonal marking.

With most of the nation convinced that the sea approaches to Britain were harder to get into than Fort Knox, fishermen on the grounds were wondering why all this action was taking place. Just one glance out of the wheelhouse window showed that nothing very much had changed. There were still the Russians, French, Danes, and Dutch, all digging hard into the stocks.

The present system of protection is estimated to be running at a cost of £5m a year. This would not be a lot of money if it was being used just for the protection of the British fleet. Unfairly, the burden is falling on the British taxpayer to protect other nations permitted to plunder by the EEC.

Defending a 200-mile limit is just a meaningless exercise while foreign fleets are allowed to apply uncontrolled effort on the stocks. Limits are only lines drawn on a chart, what happens inside this area is what matters.

There is only one way that the British Government can boast of protecting its fishermen — and that is by gaining control of a wide zone from the EEC and effectively managing the resources within it.

fishing news

Editor:
Harry Barrett
Assistant Editor:
Ian Strutt

Scottish Correspondent:
Gloria Wilson

Advertisement Director:
Fred Pursell

Managing Director:
W. A. Cathles

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Scallop bed 'ruined'

ONE BEAM trawler, it is claimed, has in 24 hours completely ruined a scallop bed one mile off the Devon coast.

Angry local small boat fishermen from the ports of Exmouth, Topsham and Lymington say that a Newhaven-registered vessel,

landing off at Brixham, has deprived them of a good living from the bed.

Since last June, 26 local boats up to 30 ft. have been working three beds in the area. One observer said that the beamer was towing 10 dredges when she hit the scallop bed and landed off

HUMBERSIDE trawler owners Boston Deep Sea Fisheries and Consolidated Fisheries are heading a big switch-over from distant waters to pelagic fishing.

Boston Deep Sea Fisheries Ltd. announced just before Christmas its plan to convert the distant water trawler *Prince Philip* into a multi-purpose fishing vessel. She would be capable of pelagic fishing for mackerel and other species — including blue whiting.

The news was broken shortly after the failure of talks with Iceland.

At 442 tons and 140 ft., *Prince Philip* is almost identical to Consolidated Fisheries' *Real Madrid* (441 tons and 140 ft.) which has already been successfully converted to a multi-purpose vessel.

Consolidated is presently converting *Coriaria* and has plans for at least three more conversions to its 11-strong fleet of elster-ships.

Speaking to *Fishing News* Boston's director-manager at Grimsby, Vernon Green, said he expected *Prince Philip* would begin on mackerel and that further conversions would follow on *Boston Phoenix* (431 tons and 142 ft.) and her sister-ship *Boston Kestrel* (431 tons and 142 ft.).

When asked about rumours that *Boston Halifax* — Grimsby's only stern trawler — would also soon be heading for the mackerel off the Westcountry, Mr. Green said nothing definite had been decided.

The company is looking at a number of alternatives for its wet fish fleet based at Grimsby and Fleetwood.

He disclosed *Boston Boston Comanche* and, possibly, *William Wilberforce* would probably be selling to the Newfoundland grounds.

Fishing boat safety talks

AN AGREEMENT to hold the first-ever full-scale technical conference dealing solely with the safety of fishing vessels and fishermen has been signed by IMCO and the Spanish government.

The conference is to be held at Torremolinos, Spain, from March 7 to April 2, 1977. The main aim of the conference is to adopt an international convention on the safety of fishing vessels.

The draft of this convention has been prepared by the Inter-Governmental Maritime Consultative Organisation's sub-committee on the safety of fishing vessels. It embraces items similar to those concerning cargo ships in the International Convention on Safety of Life at Sea, 1974. Details concerning watertight integrity are comparable to those stipulated in the International Convention on Load Lines, 1966.

The world fishing fleet is steadily increasing. The raising of the safety standards of vessels and crews to a uniform and internationally acceptable level needs to be urgently resolved, according to IMCO.

The convention expected to be adopted will be of benefit not only to established fishing nations but, in particular, to those countries in the process of building up their own fleets.

After signing the agreement in Madrid, IMCO secretary-general Srivastava and senior IMCO officers went to Torremolinos to inspect the Palacio de Congressos, where the conference will be held, and to continue discussions.

Princess Philip is expected to start her new career as a mid-water trawler on Cornish mackerel. Blue whiting is another possibility for the 14 ft. former distant water trawler.

Up to now the Irish Government through its Foreign Minister, Dr. Garrett Fitzgerald, has fought a strong campaign against the EEC proposals on fishing limits. It was backed solidly in a united effort by the fishermen. But then, to allow discussions with outside countries such as Iceland on reciprocal rights for fleets such as Britain's — the Irish Government withdrew initial opposition.

When news came from Brussels that the Irish Government had also withdrawn its claim for a 50-mile exclusive limit anger swept through the fishing ports.

As reported in *Fishing News*, December 17, the Irish Fishermen's Organisation immediately withdrew from all contact with the Government. The action was supported by other fishing industry organisations.

The Irish Fish Producers' Organisation sent an immediate telegram to the Department of Foreign Affairs protesting about the situation. At the time the Foreign Minister was visiting Moscow, where the Russians were expressing interest in a deal to fish in Irish waters.

...new agency after split

A NEW fish sales organisation was set-up at Grimsby in a surprise move over the holidays.

The move follows a meeting before Christmas at the Fred Parkes (Holdings) Ltd. group of companies and the subsequent withdrawal for personal reasons, of Mr. Denis Lombard, managing director of Tom Sleigh (F.S.) Ltd., Denis Lombard a managing director of Boston Fleet Fish Ltd., and David Cox, director and secretary of Fred Parkes (Holdings) Ltd. Danbrit (Fish Salesman) Ltd., the new agency, has been formed jointly by Mr. MacInnes and Mr. Cox. It is to be chaired by Michael Burton of Newington Trawlers Ltd., Hull, who is president of the BFF.

Newington is placing two of its new Burton-class multi-purpose vessels with the agency within the next two months to operate from Grimsby.

The firm is presently working from the offices of Sir Thomas Robinson & Son (Grimsby) Ltd., but will be moving shortly to permanent accommodation in Whornciffe Road, off Grimsby fish docks.

Mr. MacInnes was formerly manager of the Boston Deep Sea Fisheries. It was Mr. Parkes who put him in charge of Sleigh when the Parkes family split up their Boston group of companies, and diversified several years ago.

WE'VE BEEN SOLD OUT' SAY THE IRISH Fishermen split with Government

A MAJOR split has occurred between the Irish Government and the fishing industry. The Government has accused it of reneging on the campaign for a 50-mile limit. The allegation has been denied but the controversy has become a national issue, with the fishermen believing that the Government has lost the Irish case.

The main opposition party in Parliament, Fianna Fail, also launched a bitter attack on the Government.

The Irish Federation of Marine Industries said that considering the EEC's record in fishery negotiations, a unilateral declaration of a 50-mile limit should be made.

Fianna Fail said that the Irish Government had been outsmarted by bigger European countries determined to fish right up to the Irish coast.

Faced with a major political row, the Irish Coalition Government countered with a claim that it had reneged on the 50-mile limit and that there was no going back on that claim.

A Government spokesman, the Junior Minister for Foreign Affairs, John Kelly, said that the whole issue had been misrepresented in a scandalous way and deliberately misrepresented.

What the Government had done was to make an interim agreement and that did not in any way prejudice the overall claim for a 50-mile limit which would be pushed ahead with full determination.

But that is not the way the fishermen see it. Our Irish correspondent learned that the interim deal agreed by the Government would bar mother ships, such as the Russians and other East Europeans use and which are fed by a flotilla of other trawlers, from coming any closer than 200 miles to the Irish coast. Factory ships doing their own processing aboard would be kept outside 100 miles and trawlers of over

60 ft. would be kept outside 20 miles. Such details have also been outlined to the Irish Fishermen's Organisation, which is not satisfied by them. Frank Doyle, chief organiser for the IFO said it believed that the talk about an interim deal was ridiculous. As the IFO saw it, the Government had given away what bargaining power it had and would have no power left to achieve what it wanted from the EEC.

Our Irish correspondent says that it is hard to understand the Government's position because it is obvious to everyone in the Irish fishing industry that such an interim deal — if it as such — has nothing to offer Ireland.

With coastal states being responsible for their own protection and patrolling of the limits, Ireland could not possibly guard such an involved set of regulations. Its total naval power is five vessels. Only one is a purpose-built fisheries protection vessel. The other three are World War II minesweepers and the fourth is a former lighthouse tender converted to a naval training vessel which could also be used on fisheries protection.

NEWINGTON'S *Hammond Innes* topped £89,500 at Hull for a second successive White Sea trip on Tuesday — this time under a different skipper.

This week Skipper Eddie Woodridge and his crew, out for 24 days, landed a 888,733 catch of 2,625 kits. Although the turn out was 198 kits less and the receipts £142 lower than on the previous trip with Skipper Bill Bretell in command, the latest trip had been four days shorter.

The vessel's previous landing had been on November 30 when a landing of 2,821 kits, including 88 kits of haddock, made 289,875, a figure which made a new national record, but this was held for only a few hours before the

Hammond Innes tops £89,500 again at Hull

Icelandic trawler *Ogri* regained it at Grimsby with a £98,540 trip.

Between trips *Hammond Innes* lifted her haddock catch to 181 kits, which averaged 241.53 per 10 stone kit at the Tuesday sales.

The vessel's codstuffs averaged £34.57 this week against £32.88 on the previous landing.

Hamling's *St. Gerontius* (Skipper J. Humphries) also served the same market, but only had a partial turnout of 1,547 kits, which made 250,959.

The vessel, which averaged £37 per kit for her haddock and £33.20 for codstuffs, had about 500 kits still aboard for the Wednesday sales after a mechanical breakdown on the landing gear.

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Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

DEPMAR 103
The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

DEPMAR 131
Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.8 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'fisher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 8 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

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Happy landings

ABOVE: Skipper David J. Forman (far right) of the Peterhead seine netter *Resplendent* being presented with a silver salver by Charles Middleton, managing director of Peter and J. Johnston Ltd., for breaking the £200,000 barrier in one year. *Resplendent* is a 227,087 and, on his last trip, Skipper Forman set a new Scottish seine net record with a grossing of £16,812 for a single trip. The presentation was made at a dinner for the crew and their wives in the Four Seasons Hotel, Largs.

'TAINTED' COCKLES HALT PORT

COCKLES have been officially blamed for an outbreak of food poisoning reported to have affected about 600 people in the last three weeks. Fishing at Leigh-on-Sea, Essex, is at a standstill and 70 men have gone on the dole.

According to the Department of Health and Social Security, the commonest cause of food poisoning in all the reported cases of illness is at the party and about 100 cockles originating from were affected by the food poisoning.

People in various parts of the country have been struck down by this food poisoning, particularly in the month of September. In Southampton, Colchester and Birmingham areas. In one

case a large number of people who ate a seafood cocktail containing cockles were infected.

Cockles were also blamed for an outbreak of food poisoning at a buffet party at Security, the commonest cause of food poisoning in all the reported cases of illness is at the party and about 100 cockles originating from were affected by the food poisoning.

One pregnant woman, who had been effected, was rushed to hospital the next day and her baby was born one month premature.

Following a warning from the Department of Health, hundreds of gallons of Leigh cockles have been destroyed at Billingsgate fish market. Chief Inspector at the market, Gerald Watkin, said that he had banned the sale of Leigh cockles there. Cockles from other areas were still being sold at Billingsgate.

The Worshipful Company of Fishmongers stressed that, unless the Southend Health Authorities come up with an answer, the ban on Leigh cockles will continue.

At Southend Dr. Gilbert Griffin, the local Medical Officer of Health, admitted: "We are baffled. All laboratory tests have been carried out and the cockles have been found to be clean. We think that we are tip against something new and we think this is a virus we cannot identify."

Taste by other health authorities have also failed to produce evidence that the cockles are contaminated. Even so, the cockles are still being blamed for the spate of illnesses.

Tony Meddle, vice-chairman of Southend and Leigh Fishermen's Association, said that although tests had not yet proved that the cockles from Leigh were the cause of the outbreak, local processors had accepted the advice of the public health officer and were not selling their cockles.

Local fishermen have made a formal request to the health laboratory at Burnham-on-Crouch, Essex, for help and tests will be

begun in a bid to find the cause of the problem.

About 90 per cent of the country's cockles are landed at Leigh-on-Sea. In recent years the use of the hydraulic cockle dredge has increased and, in 1976, over 7,000 tonnes were processed at the port.

Dr. Griffin stressed that no local fish had been placed on the market since 1976, but since over 95 per cent of the Leigh cockle catch is landed at Billingsgate market and they are refusing to accept any shellfish from Leigh, the whole operation had been stopped.

At Leigh one cockle fisherman said: "Our reputation has suffered badly over this and it will be a long haul getting back to full production. People have been put off cockles following bad publicity on TV and radio."

Local cockle processors have an excellent record for hygiene and cockles are tested weekly by the local Health Authority.

Tony Meddle said: "I cannot understand how it has happened. Our cockles have got a clean bill of health. I eat half-a-pint a day and have had no ill effects."

The crux of the matter is the quota system in the English Channel is not, and never was the answer for conservation of sole and plaice stocks. Sussex fishermen have petitioned the Ministry for a number of years on far better alternatives, but no one wants to listen.

The Ministry also knew - for it was given enough warning - that unless more stringent measures were taken, much larger, more powerful and efficient ships would arrive and plunder.

This assumption is now fact. Even though confirmation was given in May that the Belgians had exceeded their quota, there has been continuous effort by their fishing fleet. And prior to the Christmas break Zebrugge boats in excess of 80/90 ft in length, powered by 800hp, were reported trawling between six and ten miles off the Sussex coastline.

I cannot accept the version that Mr. Bishop has received from NEAFC. Over Christmas six Belgian trawlers put in at Newhaven for shopping. One of the Belgian skippers confirmed to local fishermen that he had 2½ tons of sole on board.

J. W. Howell, Chief Fishery Officer, Sussex Sea Fisheries District, said that the Ministry is at fault as it is for it seems to know what is going on. More sensible statements would be forthcoming if we, even Mr. Lucas, went direct to Brussels.

P. Leach, Vice-chairman Brighton Fishermen & Boatmen's Protection Society, said that the Ministry is at fault as it is for it seems to know what is going on. More sensible statements would be forthcoming if we, even Mr. Lucas, went direct to Brussels.

He announced that inshore fishermen would be delighted to know the Belgian Ministry.

Without fear of interruption for the remainder of the year.

For reasons best known to NEAFC, the Belgium quota was increased for 1978 whilst our own allocation remained static. Following a similar pattern to 1975 I again estimated, even with the increased allowances, that Belgian fishermen had exceeded their quota of sole by the end of March.

My assumption was confirmed during May, when the Ministry's District Inspector for the South-Eastern Region announced to myself and many Sussex fishermen that the Belgian Fisheries Dept. had confirmed that their fishing fleet had taken their 180 tons of sole by mid-April.

District inspectors rarely make rash statements, and BE is no exception. He is, in fact, recognised by fishermen for being over-cautious. Therefore, one must take his announcement as fact and the misleading statement offered to Richard Lucas MP as nothing more than fiction.

SIR, There must be thousands of fishermen around the coast who, like me, boggle at some of the statements emerging from the Ministry of Agriculture and Fisheries.

The latest from the Minister of State, Edward Bishop, in reply to question raised by Richard Lucas MP relating to the Belgian sole and plaice quota in the English Channel, is by far better than any joke that ever came from behind the footlights of the Hippodrome - if it wasn't so serious.

Surely neither Mr. Bishop or any of his staff are so naive as to believe that Belgian fishermen have taken less than

their average quota of sole and plaice from the English Channel.

My colleague and I have spent a small fortune in supplying the Hastings fishery office with information concerning movements of the Belgian beam trawler fleet and quoting catches Belgian fishermen declare they are getting per haul.

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Surely neither Mr. Bishop or any of his staff are so naive as to believe that Belgian fishermen have taken less than

their average quota of sole and plaice from the English Channel.

My colleague and I have spent a small fortune in supplying the Hastings fishery office with information concerning movements of the Belgian beam trawler fleet and quoting catches Belgian fishermen declare they are getting per haul.

It was well known when comparing our own landings of sole that the Belgians had exceeded their quota. This was confirmed by the District Inspector of Fisheries for the S.E. during May.

He announced that inshore fishermen would be delighted to know the Belgian Ministry.

Without fear of interruption for the remainder of the year.

For reasons best known to NEAFC, the Belgium quota was increased for 1978 whilst our own allocation remained static. Following a similar pattern to 1975 I again estimated, even with the increased allowances, that Belgian fishermen had exceeded their quota of sole by the end of March.

My assumption was confirmed during May, when the Ministry's District Inspector for the South-Eastern Region announced to myself and many Sussex fishermen that the Belgian Fisheries Dept. had confirmed that their fishing fleet had taken their 180 tons of sole by mid-April.

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BAN ICELANDIC TRIPPERS

GRIMSBY Trawler Officers' Guild has called for a ban on all Icelandic wet fish trippers landing at the port.

This follows the inconclusive and to the December EEC-Icelandic fishing talks which made a return by any British trawlers to Icelandic waters on January 1st out of the question.

The guild sees the now indefinite withdrawal from Iceland as a major threat to the livelihoods of its 200-strong members and would like support for a nationwide ban on all Icelandic fish, pending any settlement allowing British trawlers on to the Icelandic grounds.

However this decision, which was taken just before Christmas, has upset the port's fish merchants. A spokesman for Grimsby Fish Merchants Association told Fishing News it could not back the move by the guild while there is still the remotest chance of some form of deal with Iceland.

He added a ban at this stage could ruin any further talks with Iceland and, until such time as there is a definite 'No' from Iceland, this sort of talk is likely to do more harm than good.

While the association sympathised wholeheartedly with fishermen whose jobs are threatened, he felt certain fishermen would not want to see more unemployment in the town. This would come if processors had to lay workers off because of a shortage of fish which Icelandic trawlers

could fill, coupled with further steep rises in the price of fish.

There was another setback for the guild when the local branch of the Transport and General Workers' Union, which represents trawlermen (but not officers) and lumpsers who discharge trawlers, deferred its decision over any official action against the landings. It is hoping for the chance of a new agreement early this year.

Not surprisingly the likelihood of Icelandic trawlers applying for landing facilities at Grimsby in the immediate future seem very remote. Such a move would only infuriate local fishermen who, despite pleas from their union to keep calm, dubbed the record-breaking *Ogri* with obscenities using an aerosol paint can before she left the port at the end of last November. *Ogri* was the last Icelandic to land at Grimsby.

The trawler owners, who plan landings of fishing vessels, are understood to support the trawler officers' guild and could be expected to veto any application for labour.

AN ACTION Committee to represent the fishing industry is being formed by Grampian Regional Council in Scotland.

The region's Policy and Resources Committee supported Regional Councillor Sandy Mutch's suggestion that it should contact all fishing interests and invite them to a meeting in Aberdeen to discuss the problems confronting the industry.

Councillor James A. S. McPherson, Macduff, said fishing is one of the region's main industries and it is appropriate that the Regional Council should keep a close watch on the situation. The council had already concerned itself with the question of fishing limits and quotas in relation to the EEC.

The committee was considering the risk of conflict in the Moray Firth between fishing and oil interests following an oil discovery below the Smith's Bank fishing grounds.

Coun. McPherson said this matter was causing considerable concern to the inshore fleet. Oil had been found 15 miles off Brora in about 130ft. of water, and there were other parts of the Moray Firth where oil might be located.

The committee received a letter from the Scottish Inshore White Fish Producers' Association Ltd. conveying the strength of feeling among the 400 fisherman it represents from Wick to Peterhead over the loss of fishing grounds due to the industry. It enquired whether the Regional Council could do

anything to protect the fishermen's interests.

Grampian's chief executive, John L. Russell, reported that he had been in touch with the Department of Agriculture and Fisheries on the issue.

In a letter to the Department Mr. Russell stated: "It seems important in the national interest that the existing rights of fishermen be preserved, particularly if the exploitation of an oil field might lead to the virtual sterilisation of ten square miles of a fishing bank."

The Department's reply was that the Government were "very much concerned with the fortunes of the fishing industry and had taken steps over the years to give financial assistance to the industry when that seemed desirable."

THE STERN fisher St. Patrick, top trawler of 1976 at Lowestoft, finished wall ahead of her rivals in the earnings table.

Figures prepared by the Lowestoft Fishing Vessel Owners' Association show that St. Patrick, owned by the Colne Fishing Co. and skippered by David Beesford, had gross earnings of £227,777 - £18,000 ahead of her nearest challenger. She beat the side trawler St. Thomas, the top-earning trawler of 1975.

St. Patrick has been making ready to go meckler fishing off the south-west coast. During 1976 she spent 253 days at sea and had a total catch of 9,414 kts.

St. Thomas was the only other vessel on the port to top 7,902 kts.

In third place was Suffolk Chief, owned by Small and Co. and skippered by W. Brighty. She had gross earnings of £198,917 after 288 days at sea, bringing in 8,412 kts.

They were followed by Ripley Queen, Tallman, J. Deacon, £187,528, 280 days, 8,000 kts; Boston Sea Fury, Boston, V. Crip, £197,382, 288 days, 7,918 kts; and Bentley Queen, Tallman, A. Gill, £181,211, 282 days, 7,902 kts.

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FOS see: Black clouds

THERE are 'black clouds' just when the fishing industry ought to have a bright future.

Ernest Hamley, general secretary of the Fisheries Organisation Society, told the Commons Trade and Industry Sub-committee investigating the industry this at its last meeting of 1976.

He said that unless conservation limits and other measures are pushed to the fullest extent, the industry might lose men and vessels among the best in Europe.

The chairman of the committee, Edmund Marshall, Labour MP for Gool, asked Mr. Hamley whether the European Commission had an adequate staff and expertise. Mr. Hamley put the first at adequate to the point of "superfluous" but said that his expertise needs reinforcement.

So, desperate though the merchants are for Icelandic fish - especially cod and haddock - the prospects of wet fish landings at Grimsby seem to rest on the slender chances of a few British vessels eventually being allowed back on to the Icelandic grounds.

As agreement seems likely only on the basis of swapping Icelandic cod for EEC North Sea herring, there may be a long wait as the Icelandic herring season does not get into full swing until the summer.

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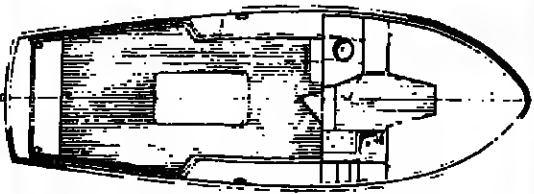
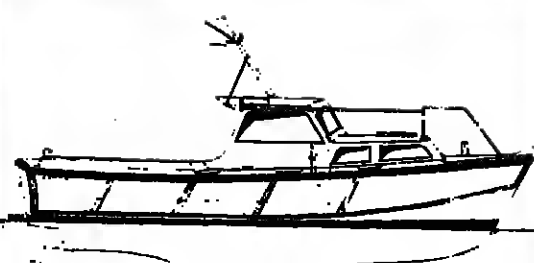
'St. Patrick' £18,000 up

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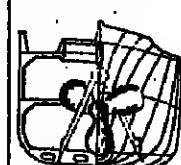
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Stop rot and rust with lacquer

A PENETRATING lacquer which is claimed to protect timber from deteriorating in moist atmospheres and steel from rusting has recently become generally available.

Known as Unitrol, it could prevent penetration of moisture into wood on fishroom linings and prolong the life of scores of steel fittings and surfaces prone to rust in fishing vessels.

To protect timber it is recommended that 25 per cent. of it be added to the first paint coat and that successive coats be thinned with it. If this is done with any except cellulose or vinyl paints, workability and coverage are said to be improved and so is adhesion.

If it is intended to make timber rot-resistant, either copper naphthenate or pentachlorophenol can be added to the lacquer.

Unitrol is compounded from alkyl and other synthetic resins, active oils, inhibitors and moisture-repellent, surface-active additives. When applied on its own it becomes touch dry in two hours and fully dry in from 6-18 hours depending on conditions.

When it dries completely it forms a clear, yellowish film which, on account of its closed-pore structure and moisture-repelling properties, inhibits penetration by water and growth of moulds and fungi.

It is usually used on its own or added to a priming coat to protect steel surfaces from rusting. When used this way it inhibits electrolytic action in two ways.

Penetrate

Initial penetration expels any moisture present and forms a close bond between the lacquer and the bare metal surface. Any rust on the surface is penetrated by it and particles become bound into it, enhancing film thickness.

Once dry, the pore-free structure of the lacquer prevents any penetration of moisture to the metal surface.

A feature about Unifrol which would appear to commend it for use in fishing vessels is that steel surfaces do not have to be cleaned down to bare metal before it is applied.

Provided loose rust is removed by hammering or wire brushing, it will encap-

sulate residual rust before it forms a film which prevents further corrosion.

Presumably the lacquer won't last long on surfaces subject to abrasion — links of anchor cables, for instance — but it may well be worth testing on others.

It is supplied in one and two litre screw-top cans or 23 litre drums, requires no thinners and can be applied by brush, roller or spray. After use the spray can be cleaned with white spirit.

The manufacturers — Unibond Ltd., Tuscan Way, Camberley, Surrey — provides an advisory service and has technical representatives all over the UK.

Almanack back again

YOU MAY be glad to know that after a change of publishers, Olsen's Fisherman's Nautical Almanack has made its appearance for the one hundred and first consecutive year. It has been carefully revised and contains more pages than before.

If any publication is indispensable to owners and skippers of all fishing vessels, it is Olsen's. For it contains a wealth of information, sifted and sorted over the years, which has proved to be of practical value.

It is of equal value to aspiring owners and/or skippers for it contains much that they will need to know to achieve their ambitions and nearly worth as much to all connected with the fishing industry who want to be masters of their jobs.

Little of the information contained in previous issues has been omitted from the 1977 one. In fact, dock signals at major fishing ports and postal rates are practically the only items. But there is plenty of new information in it which is likely to be of value to users during the year.

Particulars of the new International System of Buoyage for instance, which are to be adopted in European waters over the next five years, are included and so is the Sea Fishing (Faroes Region) Licensing and Prohibitional Fishing Method Order 1973.

International Regulations

for Preventing Collisions at Sea 1972, which are likely to come into force during this year, are, of course, included. And so is the Inshore Sea Fish Order 1968.

A valuable addition, listed under port facilities, gives the following information about 30 major and minor fishing ports in the UK and a dozen foreign ports likely to be visited by British fishing vessels: position, location, approaches and Admiralty chart which covers the area.

Quayage, equipment for discharging fish, bunkers, repairs, stores, Lloyd's agent and port authority. In the case of major ports, details of mandatory dock and harbour signals are given as well.

Another addition contains extracts from the Fishing Vessels (Safety Provisions) Rules 1975. These are likely

to be of special interest to owners and skippers of over 12 metres (40 ft).

During the course of the 11 receive scores of questions about examinations for tickets of competency, tests, what lights should be carried in different types of boats and where they should be fitted, fisheries regulations and by-laws in various parts of the UK, etc.

Very often answers to questions are to be found in Olsen's Almanack in greater detail than is legible to include in a list.

Copies may be obtained from your local channels otherwise from R. T. W. Dennis & Sons Ltd., Print House Square, Melton Street, Scarborough, Yorkshire YO12 7BJ. Price is 25 pence per copy (including postage).

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PROPELLER CAGE FOUND

MY APPEAL on November 26 for information about a UK source of propeller cages has brought two replies.

Paul J. Gray and Associates, whose head office is at 14 Arden Drive, Torquay, and whose works are at 3 Station Yard, Ashburton, has made a number of cages similar to the one in the photograph for vessels in south Devon.

It will be glad to supply details of these and to quote for making similar units to fit inquirers' vessels if they send dimensions of their propellers and sketches of the craft's stern profiles.

A reader in Wales has a cage to protect a 20 in. diameter propeller, taken off a Norwegian boat, for sale. I will send his name and address to anyone interested who accompanies his inquiry with an SAE.

He, incidentally, makes an interesting point about cages. He says that they are effective for preventing ropes and nets getting tangled but, if you fit one, it is essential to take special precautions to prevent increased galvanic or electrolytic action in its vicinity and to protect propeller, metal rudder fittings, etc. from corrosion.

A well equipped wheelhouse always includes a copy of

Olsen's FISHERMAN'S NAUTICAL ALMANACK

Now in its 101st year, the 1977 edition has been published. It remains the only nautical almanack and the 1977 edition has been extensively revised and brought right up to date.

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EEC compensation being abused

CORNISH fishermen have been told that a Common Market hand-out scheme should not be used to promote industrial fishing but is intended for marketing emergencies only.

Under the withdrawal and compensation scheme, vessels bringing in fish in excess of market demand can claim compensation payable from Community funds.

Ben Collins, membership secretary of the Cornish Fish Producers' Organisation

Ltd., said that the EEC had called for moderation following "a certain amount of abuse" of the scheme in the past two winters.

"Cornish fishermen have always been against the over-fishing that the withdrawal scheme seemed to encourage, and certainly against fishing

for fishmeal."

Now the Cornish PO has decided to write to members saying that it does not intend to operate the withdrawal scheme to promote the practice of industrial fishing, and pointing out that the scheme was intended for marketing emergencies only, and that it should be operated as such.

Hopeman Skipper orders 85-footer

SKIPPER Ian Sutherland and partners of Hopeman, Moray, have placed an order with Campheltown Shipyard for an 85 ft. steel sloop-trawl trawler. Scheduled for delivery early in 1978, she will be the second vessel constructed by this yard for Skipper Sutherland, who took delivery of an 80 ft. sloop from Campheltown in May, 1974.

In the last 12 weeks the yard at Trench Point, Campheltown, Argyll, has booked 524 m. worth of orders for six vessels. The shipyard will now start on a labour recruitment programme to keep pace with the orders.

The Kessock herring fishing, which usually starts in October, looks like being a complete failure. Several small boats made a number of drags, but caught very few fish and soon pecked up.

AGROUND AT CHRISTMAS



THE 1,080-ton freezer trawler *Rosa Vanguard* ran aground about 80 miles north-east of Tromsø, Norway, on Christmas Day.

However, at low water it was assumed the extent of damage was minimal and the men returned aboard.

A Norwegian tug tried without success to drag *Rosa Vanguard* off on her own on Christmas Sunday and Boxing Day. She also put divers down to examine the hull where it was submerged.

A second Norwegian tug joined in on December 28 and at the fifth attempt, the big freezer was refloated around 7 a.m. GMT.

Seemingly little the worse for the grounding, she was turned south for Tromsø and the crew was taken off where a full inspection was by a local lifeboat as a precaution.

At first the full extent of the damage was unknown but it was taken off by a BUT engineer flown out from Grimsby on December 22.

They admitted unlawfully damaging the steering gear of the distant water trawler *Aldershot*, the property of Consolidated Fisheries Ltd. The court heard how both men drank heavily, largely because of domestic problems, before and after *Aldershot* sailed for the White Seas grounds on November 20.

Shortly after sailing Dobbs told the skipper that Vickers wanted to be put ashore and the hydraulic steering gear was found to be smashed, forcing *Aldershot* to return to Grimsby the next day through busy shipping lanes using only her manual steering.

The police interviewed the entire crew on arrival before Dobbs and Vickers confessed. Dobbs admitted providing Vickers with an axe and

hammer, which he used on the hydraulic pipes, and also to damaging lockers on *Aldershot* himself.

Both men had previous convictions for similar violence and had been suspended by the Grimsby Port disciplinary Committee.

At a gathering on Thursday, December 28, Mr. Carwright was presented with a model of the gates which will be erected at his new home at Bunay.

He thanked everyone present for their loyal support over the years that he had been chairman — he took over in 1945 — and wished them and the company success under the leadership of the new chairman.

The model of the gates, which will be made by William Overly and Sons Ltd. (members of the group), was constructed by one of its craftsmen, Mr. K. Bourne.

Grimsby on December 28. Later she was reported to be heading for Grimsby on the instructions of BUT and was expected this week with her 200-ton catch. At no time was there any danger to life.

Berwick salmon down £8,000

BERWICK Salmon Fisheries Co. has lost £8,000 in what it describes as the poorest year this century.

The firm showed a deficit of £16,000 as a result of netting and marketing, but its frozen food subsidiary, Border Fare (Salmon) Ltd., made a profit of over £8,000.

For the third successive year, directors are recommending no dividend and there is to be no end-of-season bonus for employees.

The chairman, Mr. Lambert Carmichael, emphasises in the annual report that while 1976 has been a poor year for salmon, the Tweed position was aggravated by abnormal

drought conditions and continued illegal drift netting in the Berwick Bay area.

He warned that unless action is taken, the future life of salmon rivers could be seriously affected. Commented Mr. Carmichael: "There is little doubt the law is being flouted, not only in the Tweed area but also further northwards along the east coast of Scotland."

"If drift netting for salmon is allowed to continue unchecked it will escalate around the coast and within a comparatively short space of time will seriously affect the future salmon stocks and, indeed, the life of the salmon rivers in Scotland."

He said the directors had made strong representations to the Department of Agriculture and Fisheries for Scotland, through the Salmon Net Fishing Association and the River Tweed Commissioners, for more effective measures of enforcement to control drift netting for salmon in the sea.

The board has also asked the Tweed Commissioners to intensify coastal patrols.

Mr. Carmichael revealed that the overall catch of salmon was less than half of last season and under 25 per cent of the average.

The company balance sheet shows netting and marketing turnover was £134,000, while frozen food marketing topped the £100,000 mark for the first time since operations began six years ago. Last year the firm made an overall profit of £8,000.

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PETERHEAD a monthly report

THE North Sea haddock fishing ban has been the main talking point at Peterhead during the last few weeks. Seiners based at the port brought a colossal amount of fish home just before the start of the ban and, during the week ending December 4, some 36,490 cwt. was sold for £897,213.

This was by far the most ever paid for fish in one week at any Scottish port.

Peterhead's well known boatyard, Richard Irvin and Sons Ltd., has received the order to build an 86 ft. wooden cruiser-sterned seiner-boat for Skipper William Smith of Lossiemouth.

Three years ago Skipper Smith had the 72 ft. *Sunbeam* built at the same yard and he has been so pleased with her performance that he was eager for Irvin to build him a bigger vessel.

Work has just begun on making the moulds for the vessel's framework. She will be a slightly larger version of other boats built at the yard in recent years — and the 102nd vessel built by Irvin since the yard set up business in 1914.

When the annual sport fishing got underway off the Tyne a number of Peterhead boats joined in.

These include the 86ft. steel boats *Unity*, *Starlight*, *Constant Friend*, *Brighter Down*, *Summer Down* and *Morning Down*, plus the wooden boats *Kathleen*, *Devotion* and *Star of Peace*. *Starlight*, *Constant Friend* and *Brighter Down* moved to Shields after spending the autumn trawling for herring and mackerel off the Scottish west coast.

Morning Down and *Unity* had been white fish pelt trawling together from Peterhead, while *Summer Down* had been industrial fishing for pout.

The three purse seiners *Vigilant*, *Pothway* and *Lunar Bow*, owned by the Buchen family, recently came home from the west coast after having a good mackerel fishing in the North Minch. *Vigilant* has now gone to Norway to have a full length shelter deck fitted.

The 100 ft. vessel was the third built by Sigbjorn Invernæs at Flekkafjord for

the Buchen family. She was delivered in 1976, while *Lunar Bow* was built in 1970 and *Pothway*, 1973.

Early in December the Spanish-built vessel *Alcarra* was lying in Peterhead.

It is understood that she is to try out various types of fishing gear under the auspices of the White Fish Authority as part of its programme to help develop the fishing industry in Saudi Arabia.

The vessel took delivery of a purse seine in Peterhead and carried a pelagic trawl around her net drum. She is of stern trawler layout, with her superstructure forward, and she has been extensively refitted at a Humber-side shipyard (Fishing News, December 17).

Skipper William Buchen of the purse seiner *Vigilant* is commending the boat during the trials.

The net-making division of the Caley Fisheries Group Ltd. has designed and made a new seine net which has been successfully trialed out by Skipper Andrew Buchen and the Peterhead seiner *Pavonius*.

Chief feature of the net is that it has long and deep wings designed to give the net a higher opening.

It is a two-seam net with a headline length of about 180 ft. and footrope of 200 ft. There is only a very gradual taper towards the wing ends.

Wing end forenet meshes measure 6½ in., there are 600 meshes around the fishing circle and the net is used with sweeps measuring around 25 fathoms.

Pavonius worked the net for five or six weeks, before the start of the haddock fishing ban, and each week made landings of not less than 500 boxes.

The net proved to have a high catching rate and *Pavonius* was often able to spend one day less at sea than other boats, yet still catch the same amount of fish.

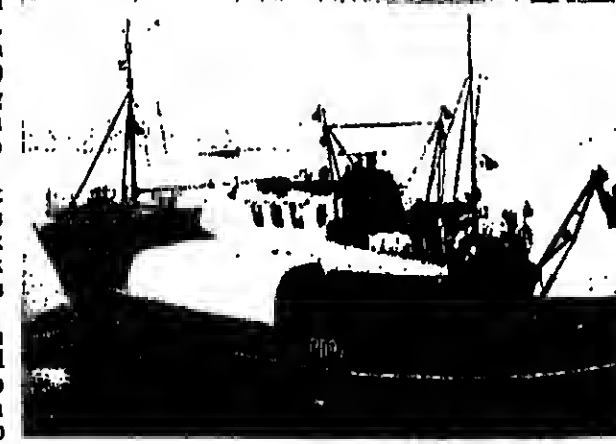
Her crew says that the net is easily worked and performs very efficiently.

Pavonius, built at Berwick in 1969, is 80 ft. long. Last year she was fitted with a new 560 hp Caterpillar engine and Fishing Hydraulics rope storage reels.

The 80 ft. seiner *Daisy*, built at the Richard Irvin yard in 1974 for Skipper



Above: the Spanish-built research vessel *Alcarra* is to take in WFA resource development trials in Saudi Arabia. Below: purse seiner *Vigilant* has gone to Norway to have a full-length shelter deck fitted. Bottom: *Duthias II*, the 80ft. seiner, has just fitted with a GRP shelter deck from a Macduff firm.



James Bruce, was only the fourth Scottish vessel to have seine rope storage reels fitted. She was equipped with a two-drum set of reels made by Fish and Ship's Gear of Norway through the Filon firm of Fishing Hydraulics. They were designed to carry 13 coils of 3 in. rope each and had flanges of steel plate. Since that time rope reels have become the rule rather than the exception on Scottish seine net vessels.

An example of the earlier, more somewhat small, modern requirements, *Duthias II* now has a larger set. Of the latest design, the spoke flanges made of steel, they were made, turned and supplied by Fishing Hydraulics and have a capacity for 17 coils of 3 in. rope.

Shelter decks are growing in popularity in Scottish seine net fleet. Latest Peterhead boat fitted is the 80 ft. *Duthias II*, built at Faverham, Kent, 1973 for Skipper Duthie.

The shelter has been made of GRP by the firm of Macduff Glassfibre, which has already made a number of shelters for Peterhead boats.

Strength has been added by laminating the GRP with aluminium frame. The aluminium frame is totally enclosed in the GRP so that it will not corrode. In addition, a heat-loss resistant is built into the structure. This will make the shelter warmer for the crew working below the shelter.

GLORIA WILSON

No festive buying at Grimsby sales

THERE WAS a disappointing prelude to the long Christmas and New Year break at Grimsby where the demand for fish collapsed in the three-day spell of trading before the markets closed late on December 22.

Supplies of just over 20,000 kits from eight White Seas trips, 12 near-middle water, four pair teams, plus one seiner and a handful of in-shore boats were the heaviest landings in weeks, but they brought little Christmas cheer to the owners as quayside prices dipped alarmingly.

After the recent clamour for 'fish at any price' salarman had their work cut out to raise much enthusiasm and were selling heavily on or just above the minimum.

Although the last market of the year relied marginally, over a thousand kits, mainly dogfish, found no bidders at all over the three days and went for meel.

Only improved catches by most vessels kept the grossings looking respectable with BUT's *Rosa Kashmir* (Skipper John Roberts) leading the list with a mere £45,186, on the last market of the week, from 1,708 kits of codstuffs and haddock after 22 days to the White Seas.

Just behind came a similar trip from the Boston Group's *Boston Comanche* (Skipper Albert Hollington) with 1,812 kits which grossed £43,230 from a 25-day trip.

Consolidated Fisheries' *Crystal Palace* was the only trawler to get into any White



Rosa Kashmir — top-tripper on a poor market.

Seas place, but the weather closed in on the 140-footer and Skipper Jimmy Hodson ended up with a 50-50 landing of fish and cod of 1,486 kits to net £39,871.

Meal

Despite the slump, Consolidated's rounded off the year profitably as *Spurs* (Skipper Mick Ward) and *Nois* (Skipper George Russell) chalked up 1,576 and 1,536 kits apiece to gross £41,747 and £41,338 respectively.

Both trawlers landed big cod and haddock catches after long trips to the White Seas and might easily have set new company records on more buoyant markets.

It was also a case of 'what might have been' with the near and middle water vessels. Top-tripper *Rosa Kashmir*, back from a 17-day Faroe-Westary voyage with a big catch of 1,008 kits, grossed £21,368 but Skipper Albert Hollington's chances of a Christmas record vanished when 292 kits of dogs went unsold.

Owners BUT unluckily suffered similar treatment

Nor did H. L. Taylor Ltd. escape with 364 kits of unsold dogs out of 920 landed by *Yesso* (£13,210) and *Kyoto* (£13,130) losing 106 kits from 543 kits.

In this section only quality catches of cod and haddock, plus cod, prevented some real disasters.

The depressed prices ruined a remarkable seining trip by the Bleith-egent *Tonono* (Skipper Aage Lund) which made only £5,049 from 170 kits and the tale of woe was maintained by the pair trawlers which fell victims to several broken trips.

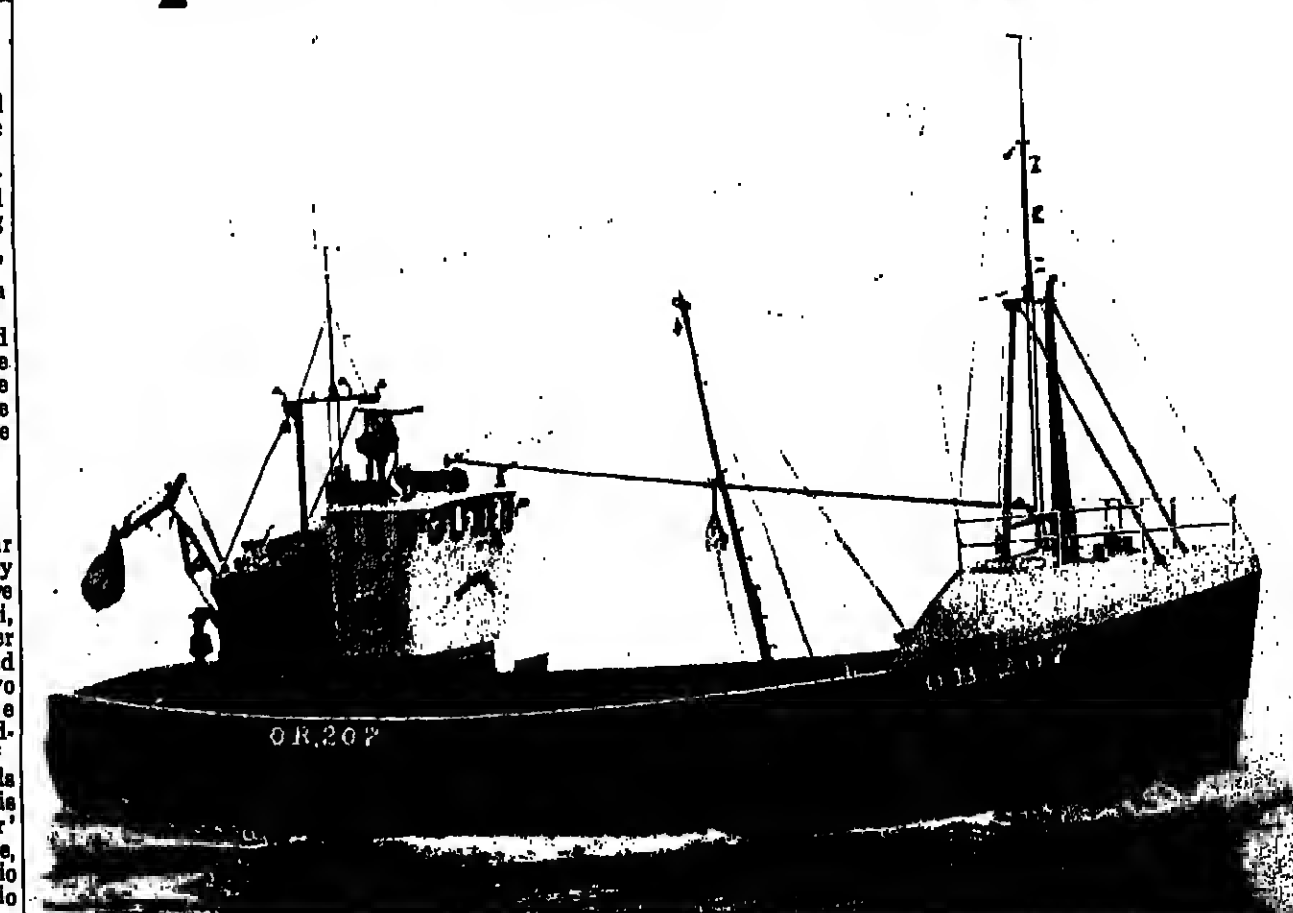
Difficult conditions in the fishing industry demand tough equipment, and Kelvin diesels have always responded magnificently to the challenge.

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M.V. DEPLANT a 65 ft. wooden hull fishing vessel powered by an 8-cylinder TASC Kelvin Diesel developing 415 shp. This vessel of Tyne-sternd design with a forward engine installation was built by Thomas of Gush for Mr. William 'Zander' Forbes.



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Jim Weinwright presents Ken May (right) with a gold watch.

FISH filletter Ken May has retired after 25 years with Associated Fisheries and Foods Ltd. in its Linnon Factory.

At a reception at the depot, he was presented with a gold watch by Jim Weinwright, national sales manager of the company.

Mr. May replied to an advertisement for a fish filletter to work for Bannetts Billingsgate (part of Associated Fisheries and Foods) and moved with the firm to Varcoe Road, Ber-

mondsey, in 1984.

Associated Fisheries at London has a staff of 85 and 20 vehicles delivering in a 50-mile radius of the depot. It offers a daily service in the West End, and is the largest supplier to London of wet fish along with its 'King Frost' frozen range.

To quote Mr. Weinwright: "A company is only as good as the people who work for it. We are proud to be able to offer the trade a service based on the experience and skills of men like Ken May."

Slumming through '76.

1976 ENDED as it began — in dispute with Iceland. It was a year of indecision which saw the fishing industry stumbling from one crisis to the next. And it was a year which bred increasing cynicism towards politicians who were supposed to be working out a new course for the British industry within the EEC. The only decision fundamental to the future of fishing last year was to extend UK limits to 200-miles by January 1, 1977. But even this action begged the all-important question of how much of these newly-won waters would be exclusive to our fishermen within the EEC. So, what was supposed to be a year of destiny for fishing, finished up with all the questions posed in January still unanswered by December. Here we look back over the turbulent months of 1976:

JANUARY The most serious clash in the cod war. Two armed ships — navy frigate *Andromeda* and Iceland's patrol boat *Tyr* — collided. Foreign Secretary, James Callaghan, announced the Navy would be withdrawn and Iceland's Prime Minister invited to London for talks. Off the Scottish west coast, herring fishermen were really getting down to spinning out their meagre quota, with a self-imposed nightly limit on catches. With earnings of £208,000 Anstruther skipper, 'Dave' Smith, again took the top sealer title for 1976 in *Argonaut III* and lived up to his predictions of better prices and more fish in 1977. He is on the £250,000 mark for 1978.

FEBRUARY Four days of talking with Iceland produced nothing. Iceland warned that one more warping cutting incident and the Navy would go back to Government doled out £100,000 in compensation for lost earnings. Exclusion of 200-mile limits became 'in-the-sky' as the EEC Commission made it plain that it favoured 12-mile zones in Community waters with a quota system applying outside. Irish fishermen threatened to enforce their own 50-mile limit.

MARCH Bottom drops out of the Humber market. Imports were flooding in and hard fought for catches off Iceland were not even making withdrawal prices. Herring men were in trouble too. With 'rubbish' fish being taken, both buyers and fishermen requested — and were granted — a shutdown of the west coast herring grounds until May. Two Scottish pursers, *Challenge* and *Conquest*, go up for sale. The resilience of the herring men was evident: six purse seiners went out and struck some huge catches of mackerel in the North Sea. Off the English south coast, a scallop boom was giving small ports a taste of the big time.

APRIL 'Restraint' is the watchword at Iceland. British trawler chiefs agree to limit the annual catch rate to 100,000 tons in a bid to bring about a peace deal. On shore, there was better news as a big upturn in the sales of frozen fish created over 200 more jobs in Humber-side factories. Merchants, too, reeled more easily at night when an investigation by the Price Commission found their profit margins 'reasonable'.



Fish caught off Iceland under the protection of the British Navy is tipped away for fish meal during March. Soon after there was an acute fish shortage!

called for the nationalisation of trawler companies and fish processing firms.

JULY Fisheries Minister, Fred Peart, takes a hammering in the House of Commons over the Government's weak stand on fishing limits in the EEC.

JUNE Peace on the Icelandic grounds and the terms are hard. Just 24 trawlers allowed on the grounds at any one time — half the previous catching effort. While Foreign Secretary Anthony Crosland called the six-month deal "A practical agreement", the words used in the fishing ports were "surrender" and "sell-out". Depressed catches and earnings made it impossible for many fishermen to manage repayments on boats. The Herring Industry Board revealed that 20 per cent are behind with repayments and the White Fish Authority had 285 borrowers in arrears. Talks progressed on the decadalisation of the trawler industry and the Transport and General Workers' Union

AUGUST A new national wet fish record. Skipper John Meadows in *Ross Revenge* hits £75,597 at Grimsby from a 21-day trip to Iceland. For 80 other fishermen at the port things did not look so good. They faced the dole following repossession of the eight-strong *Sir Thomas Robinson* fleet by the White Fish Authority. An attempt by the Ministry at a meeting in London to end the feud between Scottish and local boats on the Cornish mackerel grounds ends in failure. Faroe announces her intention to establish a 200-mile fishing limit. The now dissolved Scottish and British Trawlers' Federations have made way for the new British Fishing Federation.

OCTOBER Humber pair trawlers gear up to go mackerel fishing off Cornwall. At Hull, Skipper Bill Bretton in *Cornwall* was only just short of the national record with a £75,082 landing and he was predicting a six-figure grossing by Christmas. It took 30 shots from the Irish Navy to halt a poaching 295 ft. Russian trawler. The Russians also active at Grimsby where the carrier ship *Prinzhshik* landed 600-tons of frozen fish. Left: Ireland gets tough with poachers. Intend of paying off £102,020 after being caught inside the 12-mile limit. The Bulgarian trawler *Aurelia* had her catch and gear confiscated. Below: one problem settled in 1976 was the long-running case of the Peterhead trawler *Silver Lining*. Apply renewed pressure: she was lengthened and brought back into fishing after being withdrawn from service for two years.

NOVEMBER Trawlers running out of Iceland with the agreed to end on December 1. Negotiations had been late. Slow to react to rising earlier in the year the North Sea haddock was fast running out. Government was forced to fishermen borrow 7,950 from next year's quota. Icelandic trawlers had hit Grimsby, where last week four vessels landed worth £185,107. This had a £78,807 record by storm trawler *Ugri*. Scotland's biggest purse seiner, the *St. Chris Andra*, had moved to the south-west mackerel fishing. Shade the old days at Lowest where herring-fishing had been the best years.

DECEMBER Two nine sea-bucks in one week. Retire from Iceland off Hull North Sea haddock fishing bonnet. To come £3,200/£3,400; rockfish, £1,800/£2,300; rede, £1,500/£2,100, all per 10st. kit.

PORT MARKETS
TUESDAY, JANUARY 4
GRIMSBY
Supply very poor, demand poor, boats four, kts 3,898. Prices: shaft cod £300/£4.50; codling, £350/£4; large haddock, £25.50/£4; medium haddock, £23.20/£4.40; rockfish, £1,800/£2,300; rede, £1,500/£2,100, all per 10st. kit.

LOWESTOFT
Prices: sole, £1.80/£2.20; cod, £2.50/£2.82; large plaice, £3.60/£4.00; whiting, £2.30/£2.4; per 10st kit.

WEDNESDAY JANUARY 5
FLEETWOOD
Prices: English shelf cod, £31/£32; coal fish, £25/£28; plaice, £25/£28; roker, £13/£22; whiting, £23/£24; per 10st kit.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY
Clasman, Winton
£45,917: *Ross Kashmir*, BUT (Sk. J. Roberts), 1,706 kts, WS, 22 days.
£43,230: *Boston Comanche*, Boston (Sk. A. Hollington), 1,612 kts, WS, 24 days.
£39,568: *Ross Kelvin*, BUT (Sk. E. Stokes), 1,497 kts, WS, 23 days.
£36,721: *Ross Kipling*, BUT (Sk. D. Keetley), 1,327 kts, WS, 24 days.
£29,011: *Volesus*, Boston (Sk. E. Grant), 1,111 kts, WS, 23 days.
£41,747: *Spurs*, Consol (Sk. M. Ward), 1,576 kts, WS, 23 days.
£41,388: *Notts Forest*, Consol (Sk. G. Muselli), 1,535 kts, WS, 22 days.
£39,871: *Crystal Palace*, Consol (Sk. J. Hodson), 1,485 kts, WS, 24 days.

Pair teams
£8,668: *Trendsetter*, (Sk. M. Jensen), 298k, Sleight, NS, 17 days;
£8,076: *Athabasca*, (Sk. A. Alkuchan), 278k, Sleight, NS, 17 days.
£7,111: *Sonia Jane*, John R. (Sk. D. Bewley), 251k, NS, 10 days; £5,701: *Anna Michelle*, John R. (Sk. M. Josephan), 203k, NS, 10 days.
£1,525: *Louise Shaver*, John R. (Sk. J. Jorgensen), 87k, NS, 6 days;
£1,286: *Anne Charlotte*, John R. (Sk. J. McCall), 43k, NS, 6 days (broken trip).
£905: *Margrethe Bojen*, John R. (Sk. J. Jens Bojen), 34k, NS, 4 days;
Nil: *Francis Bojen*, John R. (Sk. J. Richardson), NS, 4 days, (broken trip).

HULL
£59,361: *Folstaff*, BUT (Sk. B. O'bridge), 1,781 kts, WS, 24 days.

£56,155: *C. S. Forester*, Newington (Sk. J. Atkinson), 1,974 kts, WS, 24 days.
£42,856: *Ross Altair*, BUT (Sk. J. Berry), 1,427 kts, WS, 24 days.

LOWESTOFT
£8,022: *Suffolk Conquest*, Hobson (Sk. R. Flake), 288k, NS, 12 days.
£7,301: *St. Georges*, East Coast, (Sk. R. Jonas), 281k, NS, 11 days.
£7,208: *St. Phillip*, East Coast, (Sk. T. Martin), 258k, NS, 12 days.
£7,177: *Yaxford Queen*, Tallaman, (Sk. C. Reeder), 231k, NS, 11 days.
£6,895: *Boston Sea Fury*, Boston, (Sk. V. Crisp), 228k, NS, 10 days.
£6,642: *Ripley Queen*, Tallaman, (Sk. J. Deacon), 224k, NS, 12 days.

GRANTON
£12,905: *Arctic Explorer*, Liston, (Sk. J. Barnyard), 637c, WC, 13 days.
£7,944: *Arctic Invader*, Liston, (Sk. P. Wanless), 442c, WC, 12 days.

NORTH SHIELDS
£17,885: *Ben Strome*, (Sk. E. Longhorn), 33,212 kg, NS.
£11,873: *Ben Chaurm*, (Sk. T. Jameson), 20,920 kg, NS.
£10,793: *Ben Glas*, (Sk. S. Shsader), 29,024 kg, NS.
£2,159: *Incantive*, (Sk. A. Dougal), 40,328 kg, NS, 1 day.

KEY: 1 Iceland; F Faroe islands; W Westerland; S1 Bear Island; NS North Sea; WA White Sea; NC Norway Coast; HW Home Waters; IS Irish Sea; S Shetland; WC West Coast; Sk. Skipper; k kts; a awt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY
Expected during the week from White Sea: *Barnsley*, *Gillingham*, *Boston Halifax*, *Lord Jellicoe*, *Northern Reward*, *Vancouver*, *Ross Revenge*. From Faroe and Westery: *Ermo*, *Arctic Corsair*.

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BILLINGSGATE

TUESDAY 1st Jan week
Delivered. Average selling prices on merchants' stalls: sole, 55p/60p; 700/700; medium, 55p/60p; large, 1.30/£1.40; eels, 10p/£1.20; foreign smoked salmon, 23p per lb; large turbot, 7.50/£16.20; large brill, 7.50/£12; medium, 5.15/£7; eel, 24.50/£5.80; large halibut, 2.10/£16.80; fillets, shelf cod, 30p/£1.20; haddock, 24.50/£5.80; haddock, 24.50/£5.80; selected whiting, 22.50/£5.80; mackerel, 22.50/£5.80.

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